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第二十六年二號

MONDAY, JULY 18, 1910.

一拜禮

號八十月七年十

50 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sinking \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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MANAGER:
Shanghai—H. R. HUNTER

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent, per Annum.
For 6 months, 3 per Cent, per Annum.
For 12 months, 4 per Cent, per Annum.

N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per Cent, per Annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.

Hongkong, 16th April, 1910. [11]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,250,000

Head Office—YOKOHAMA

Branches and Agencies:
TOKIO. KANKOW.
Kobe. HANKOW.
YOKOHAMA. HANKOW.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. HUANG.
HONOLULU. MORDEN.
BOMBAY. TIENTSIN.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per Cent, per Annum on the Daily Balance.

On Fixed Deposits:
For 12 months, 4 per Cent.

TAKAO TATAMISHI,
Manager.

Hongkong, 12th March, 1910. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank).
Direktion der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Barlauer Handel-Gesellschaft.
Bank für Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne.
Frankfurt.
Jacob & H. Stern.
Norddeutsche Bank in Hamburg.
Sal. Oppenheim & Co. in Köln.
Bayerische Hypothek und Wechselbank.
München.

LONDON BANKERS:
Messrs. M. M. ROBINSON & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (SHANGHAI), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 24th March, 1910. [19]

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS allowed at 4 1/2 PER CENT, per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP GOLD \$25,000,000
ABOUT \$25,000,000

RESERVE FUND GOLD \$25,000,000
ABOUT \$25,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMERE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 5 per Cent, per Annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months, 4 per Cent, per Annum.

No. 9, Queen's Road Central,
Hongkong.

N. S. MARSHALL,
Manager.

Hongkong, 30th April, 1910. [19]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
G. Stephanus, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Watts, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force \$34,054,157.00

Assets \$7,114,490.08

Income for Year \$7,073,851.81

Total Security to Policyholders \$7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [1810]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI {ASSAYE Capt. Owen Jones, R.N.R. About 21st July } Freight and Passage.

LONDON, &c., via usual Ports {DELIH Capt. G. W. Gordon Noon, 23rd July } See Special Advertisement.

TAKAO, SHANGHAI, PU-KOW, HANKOW, TAKU and MOI {BANCA Capt. Collyer About 24th July } Freight only.

LONDON & ANTWERP VIA SINGAPORE, PENNANG, COLOMBO, PORT SAID, and MARSEILLES {SOMALI Capt. A. G. Cubitt About 27th July } Freight and Passage.

SHANGHAI, MOI, KOBÉ, NUBIA and YOKOHAMA {NUBIA Capt. F. J. Fox About 27th July } Freight and Passage.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 16th July, 1910. [14]

Intimations.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN STRAW HATS FROM \$2.50 each IN THE LATEST STYLES.

LANE, CRAWFORD & CO. [181]

Kupper's Pilsener Beer.

The Leading Beer in the Far East.

SOLE AGENTS: CALDBECK, MACGREGOR & CO. Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [14]

Hotels.

RE-OPENED! RE-OPENED!! BELLE VIEW HOTEL.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawns or Verandahs.

Only best Brands of Liquors stocked. Residence Rates on application. All cordially welcome.

Hongkong, 7th July, 1910. W. GALLAGHER, Manager. [16]

HOTEL CRAIGIEBURN.

PLUMET'S GAS, the Best, near the Tram Terminus, Tel. 56.

For Terms, &c., apply to the MANAGER

Hongkong, 2nd July, 1910. [17]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO CANTON: MONDAY, 18th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 10.00 P.M. FATSHAN

TUESDAY, 19th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 10.00 P.M. FATSHAN

WEDNESDAY, 20th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 10.00 P.M. FATSHAN

THURSDAY, 21st July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 10.00 P.M. FATSHAN

FRIDAY, 22nd July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 10.00 P.M. FATSHAN

SATURDAY, 23rd July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 10.00 P.M. FATSHAN

SUNDAY, 24th July.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloons and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 2,505 Tons and "SUI-AN" 1,250 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 24th JULY, 1910.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.

FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 15th Rajputs under Bandmaster Duke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 585 Tons, and "NANNING," 509 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M.

Road trips take about 4 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "LILIAN" and "SANDY." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

ROTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Place.

Hotels.

HONGKONG HOTEL

FINE CLIM AND UP-TO-DATE.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF; and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. REUMESCHAL, Manager.

Telephone, 110. Telegram, "Astor."

Hongkong, 7th July, 1910. [17]

THE "REMINGTON" TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and longest lasting for the longest time.

SOLE AGENTS FOR HONGKONG AND CANTON: SINGHANI & CO. (Incorporated in England)

Hongkong, 7th July, 1910. [17]

Intimation.

Powell's
Alexandra
Buildings.ARE
PRODUCERS
OFTHE MOST
UP-TO-DATE
TIME AND
LABOUR-SAVING
DEVICES
IN
MODERN
OFFICE
FITTING
FILING
CABINETSWith nests of
drawers
SUITABLE FOR
Every Description
of
NUMERICAL
and
ALPHABETICAL
FILINGDESKS,
CHAIRS,
TABLES,
BOOKCASES,
CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

WM. POWELL,
LTD.
HONGKONG.

Hongkong 8th June, 1910.

REFORMING CHINA'S MONETARY
SYSTEM.

In the summary of memorials published in a late issue, mention was made of three presented by the Tuchi Pu, which all have a very important bearing on China's monetary system, and which testify to the very thorough and sound character of the Ministry of Finance's preparation of its programme for the re-organization of the national system.

The first memorial is one covering a series of eighteen rules dealing with the control and management of the Mints. It will be remembered that on the 15th of the fourth moon of the present year, the Tuchi Pu recommended to the Throne in a memorial that in view of the importance of the work of the Mints in affecting national finance, all the Provincial Mints, no matter whether they manufactured silver or copper coins, should be placed under the absolute control of the Central Mint. A number of Mints, it was suggested, should be closed up. Both recommendations were approved by the Throne.

The present memorial is, therefore, a sequel to the one mentioned above.

The 1st Rule declares that the Tuchi Pu is to have absolute control of all the Mints. The Central Mint is to be situated in Tientsin, and Sub-Mints are to be established in Wuchang, Chengtu, Yunnanfu, Canton and Mukden (temporary). All the Sub-Mints will be controlled by the Central Mint. The principal officers of the Central Mint will be appointed by the Throne upon recommendation of the Tuchi Pu, while those of the Sub-Mints will be appointed by the Tuchi Pu. As much as possible of the machinery, etc., of the Provincial Mints will be made use of by the new ones.

Bullion for the new coinage will be provided to the Mints from the Treasury of the Tuchi Pu and from that of the provinces and custom houses. Equivalent value in full in the new national currency will be given in exchange for the silver bullion and old silver coins, thus handed over to the Mints, provided the fineness is above .98.

Local authorities will be made responsible for the safe conveyance of the new coins on their way to the provinces, and railways and steamships under the control of the Yuchuan Pu will be ordered to transport these coins at one half the usual freight rates.

The amount of subsidiary coins to be minted will be decided by the Ta Ching Bank, in accordance with the requirements of the money market, but for the present, the Mints are to manufacture 80% principal and 20% subsidiary coins. The number of coins minted must be reported to the Tuchi Pu every ten days, while their fineness and touch must be in accordance with the rules approved by the Throne. From time to time, the coins will be picked out by random and subjected to chemical tests, the error ones being returned to the Mints. The same tests will also be made independently by the Tuchi Pu.

Reports of the receipts and expenditures must be made to the Tuchi Pu every three months by the Central Mint, while the Sub-Mints must report monthly to the Central Mint. All account books must be laid out daily to as to be ready for inspection any time. Employment of foreigners by the Sub-Mints must first be reported to and approved by the Central Mint. The same rule applies to all other employees. Finally, by Rule 17, the Viceroy and Governors will be requested to afford protection to the Mints and assistance in the suppression of attempts at counterfeiting.

The second memorial deals with the circulation and redemption of China's new paper currency, and nineteen rules have been drawn up for its guidance. The memorial begins with a long and detailed discussion of the principles which form the basis of a sound system of paper currency. Attention is drawn to the mistakes of the Tang, Sung, Yuan and Ming dynasties in this matter, resulting in many evils to the country.

The nineteen Rules are based on four important principles, the gist of which is as follows:—1st. While the Imperial Government alone enjoys the right of issuing paper currency, the functions are entrusted to one central bank, the Ta Ching Government Bank in the present instance. No other organization, official or commercial, shall be permitted to put into circulation paper currency. 2nd. With the exception of a rance and the United States of America, the other leading nations of the world seem to have no express law limiting the issue of national paper money, for it is feared that the demand depends on and varies with circumstances. China will adopt the same policy. In general, the amount of paper money to be issued will be in accordance with the reserve, maintained for prompt redemption. When there is a stringency in the money market, the Bank will at its discretion and with the approval of the Tuchi Pu make emergency issues. 3rd. The successful circulation of paper currency depends entirely on the confidence of the public. Excessive issues without adequate preparations for their redemption would plunge the national finances into irretrievable confusion, were a panic to arise in the money market. It is imperative that China, venturing for the first time into the realm of a national paper currency, should maintain her credit. Besides the silver reserve, only convertible bonds will be accepted as security for the issues, so that prompt redemption of the paper money is assured. 4th. Since the Bank enjoys the right of issuing paper money, it should pay the Government a certain amount of tax, a rule which is found in every country. In view of the poverty of the markets in China and the high rates of interest, it is proposed to postpone deciding the rate of taxation till the second year of the issue, when the profits of the Bank will then be evident. The rate of taxation will be increased at three different periods so as to lighten the burden of the Bank.

The memorial concludes by stating that when the new paper currency is distributed among the provinces, it must be accepted in the payment of all taxes, duties, official salaries and

soldiers' pay, and be regarded as legal tender in all commercial transactions. It will be redeemable at all places where the Ta Ching Bank is situated. The metropolitan and provincial authorities will see to it that persons who attempt to mutilate or counterfeit this paper money be promptly arrested and severely punished.

Regarding the issue of paper money by official and commercial banks, which will interfere with the circulation of the national paper currency, the rule has been adopted and has received Imperial sanction that the recall of 20% of their notes in circulation every year, so that at the end of five years all will have been recalled. Regarding the more important government banks, the Ministry will communicate with the high authorities in charge of them, so as to arrive at some way of their redeeming their notes now in circulation in the Empire. The paper money that has been issued by the Ta Ching Bank will also be recalled, as evidence of uniform treatment of all banking institutions in this matter.

There are altogether 19 Rules dealing with the issue of China's new paper currency. The 1st Rule stipulates that this currency will be known as the Ta Ching Bank Notes, and will be redeemable at their face value at the Bank and its branch offices in the new national currency. The notes will be in four denominations, viz., \$1, \$5, \$10, and \$100. The number to be issued of each denomination and the addition of new denominations will be submitted to the approval of the Tuchi Pu. A reserve fund in cash of fifty per cent of the total value of the notes issued will be kept on hand for the purpose of redeeming them. Convertible securities will be deposited, to secure the redemption of the remaining fifty per cent of the issued notes. The "cash" mentioned above shall consist of the new national currency. Gold and silver bullion, gold and silver coins now in circulation may substitute it, but the total value of such bullion and gold and silver coins must not exceed in value one half of the reserve "cash." Until China has a large supply of national bonds and securities in general, the remaining fifty per cent of the reserve fund shall consist of securities and of the capital and reserve fund of the Bank. Besides this reserve fund to prepare for the redemption of the notes, two and a half per cent in cash of the current deposits (not over 2 months) will be set aside for the same purpose. So much for protecting holders of the notes.

The notes are to be accepted at their face value, no discount or premium of any amount to be allowed. The Ta Ching Bank will be permitted, when occasional demand, to make emergency issues, in addition to the issues outlined above. For this privilege, it will pay the Government annually six per cent of the total value of the notes issued. As soon as an infested condition of money is observed, the Bank will begin redeeming such emergency notes. Holders of the new paper currency may demand its value in coins at any of the Ta Ching Bank offices during office hours. The Bank must, however, be allowed time in order to transport its reserve fund to branch offices, in case it is at the latter places that a large sum in notes is suddenly presented. The headquarters of the Bank will be in Tientsin, and the principal branches will be in Tientsin, Shanghai, Hankow, Canton and Mukden. Until China has a full supply of the new national currency or at places where the new currency has not arrived, the paper notes will be redeemed in the silver coins and silver taels now in use in that region. The rate of exchange will be as follows: one and a half taels of the new currency will be regarded as equivalent to one Kuping tael, which will then be reckoned in accordance with local rates. Holders of silver coins and silver taels may have the same exchanged into the new paper currency, in accordance with the manner described in the Currency Laws.

The Ta Ching Bank is also required to send full reports on the amount of its paper currency in circulation and the reserve fund in hand to the Tuchi Pu every day. Every Saturday this information must be published in the official gazettes. The auditors of the Bank will have full access to the account books dealing with the circulation of notes and the reserve fund, and will report on the same to the Tuchi Pu.

There are a number of Rules dealing with mutilated notes and their redemption, and provisions are made for the severe punishment of counterfeiters.

A graduated scale of taxation on profits (less 6% interest) arising from the issue of the notes is also provided, beginning with seven per cent in the first period, twenty per cent, the second period and thirty per cent, during the third period.

The third memorial deals with the question of issuing of notes by commercial bodies other than the Ta Ching Bank. It has already been mentioned that banks with notes already circulating outside are obliged to withdraw them in the next five years. In the meantime no others will be permitted to issue any notes, whether they be official or commercial organizations. Infringement of this rule will be denounced to the Throne for severe punishment. —Peking Daily News.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.Loans made on the Provident System.
(Rates and Particulars on Application.)THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Executed.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st March, 1910.

SOVEREIGNTY OF SEAS.

SHADOWS OVER THE PACIFIC OCEAN.

Mr. Gerald Fisher is contributing a series of articles to the Daily Graphic under the title of "The Sovereignty of the Seas." The twelfth article deals with the position in the Far East and more particularly in regard to the United States and Japan. We make the following extracts:—

The Japanese alliance expires in 1915; it cannot be renewed. If renewal was possible before, it became impossible when the American Fleet visited Australia in 1908, and suggested to the people of the Commonwealth that Godlin is the friend, not the foe. If no conflict arises between now and then to make the name of the Pacific Ocean an irony, the British Navy, reinforced by let us hope, a goodly number of Fleet units, contributed not only by Australia and New Zealand, but also by Canada, South Africa, and India, will once more earn for itself the blessing bestowed on the peacemakers. The Pacific Fleet will live up to its name. It will be expensive; but it will be well worth while. But the Pacific Fleet will have to be a real instrument of war, capable of meeting any enemy which can assail the position of the Empire in that ocean, not a mere skeleton enemy, a shadow of things to come.

WILL PEACE LAST.

A large assumption has been made above, however—namely, that the peace of the Pacific will be preserved till 1915, and the status quo maintained. There are grave indications that this may not be the case. I cannot advance arguments to prove it by chapter and verse, but there are a hundred indications which show that a collision between Japan and the United States is approaching. The Americans live in a Fool's Paradise in this matter. They appear to think that the Japanese are, and must eternally be, grateful to Commodore Perry for having opened their eyes, willingly. The Japanese are only grateful in so far as contact with the West has armed their hands against Western greed and aggression. Their main desire is to use the power thus acquired to cry "Hands off!" to the White Man. The insistence by the Americans on their right to trade on equal terms with the Japanese in Manchuria and Korea; the treatment of the subjects of the latter Power on the Pacific slope—either of these causes of disagreement will provide Japan with a casus belli at the desired moment, and one which will, in all probability, put her in the right in the eyes of the world. The Japanese know how to apply the art of jun-jitsu to international politics.

IN THE EVENT OF CONFLICT.

In any war in which Japan engages it will be with an eye to a third party—namely, to China. Japan seeks the undisputed hegemony of the Far East. That she is right in her estimate of the chances of conflict I think admits of no doubt. The United States are doomed to suffer for their tenacity in trusting an inexperienced finger into the workings of an alien life as Kipling puts it in another connection. Their main fleet is in the Atlantic; but the powerful interiors of the East will not let them transfer their naval strength to the Pacific, where it is most likely to be wasted. Whatever strategy the American Fleet adopt, a crushing defeat is inevitable, unless the Japanese, by some unlikely blunder, deliver themselves into the enemy's hands.

But the effects thereof will not be felt solely by the United States, and that is where the situation is serious for us. Could we allow their Navy the use of our ports, we might revolutionize the situation. With coaling facilities at Cape Town, at Colombo, at Singapore, and at Hongkong or Labuan, the American Fleet might take the route via the Indian Ocean, and arrive in a condition to fight. But our alliance with Japan forbids any such amenities being extended to it, even if we cannot be held by the terms of our treaty obliged actively to help Japan. What the effect will be on the Australasian States it is not difficult to forecast. When the White Man, and more especially the Anglo-Saxon (so-called), is fighting the Yellow, not all the treaties in the world will prevent the sympathies of the Australasian States going out to the White Man. It is quite conceivable that the Commonwealth, disregarding the engagements of the Mother Country, may open its ports to the Americans. That would mean the dissolution of the Empire.

WHAT WE MUST DO.

If we rise now to the height of a great conception—and I mean by we all the nations which owe allegiance to King George—these dangers will never arise. An Imperial Navy, dominating the Pacific as the Royal Navy does the seas of Europe, will preserve the peace. By stilling unrest and by promoting confidence among the Britons of the overseas States, it will exert an effect of a consistently firm yet friendly policy being adopted towards our present ally—and Japan asks for nothing better—and will also demonstrate to the United States that the British Empire is able to guard its own head, and that, while we welcome their friendship, and look for a lasting bond of amity between the English speaking peoples, we desire nothing further of them—least of all the support of their sea-power.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (Daily and weekly issues) will be as follows:—

DAILY—\$35 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.

Public Companies.

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars 1.80 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co.'s Office.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary, the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for The West Point Building Co., Ltd.
Hongkong, 12th July, 1910. [483]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th July, 1910. [484]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Macao, on WEDNESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th July to 9th August, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, 12th July, 1910. [482]

Notices of Firms.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

DURING Mr. J. R. M. SMITH'S absence on leave Mr. N. J. STABB has been appointed ACTING CHIEF MANAGER.

G. BALLOCH,
Chairman of the Court of Directors.
Hongkong, 16th July, 1910. [490]

NAVIGAZIONE GENERALE ITALIANA.

WE beg to notify that the above Company ceased to exist on the 1st inst. and that the service hitherto kept up by the steamers of this line has now been taken over by the SOCIETA ANONIMA NAZIONALE PER SERVIZI MARITTIMI.

The service of the Steamers on the India-China run will be continued as heretofore, and the itinerary will undergo no modification.

CARLOWITZ & Co.,
Agents.
Hongkong, 15th July, 1910. [489]

Intimations.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

[485]

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

BUSINESS COMMENCES,

WEDNESDAY, 13th July,

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910. [477]

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, QUAI DE' ORSAY, begs respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to find that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Onions and Cabbages on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superiores will also be most grateful if any PAIRS of old KNEEWEEDS to be made into Skirts for the Children of the Poor Schools, who are taught by the Sisters.

Wentworth 1st April 1911

WEATHER-FORMCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and Fishing Vessels, a Cone will be exhibited from each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Shek Tin Tai.

This will indicate that there is a dangerous squall in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by night, from the Observatory.

F. G. Dyer, 1910.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1847.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND
GUINNESS' STOUT
in PINS and SPLITS.A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

DEATHS.

On July 5, at Chelsea, Edward S. Woolley,
commander R.N. King's. Aged 64 years.On July 11, 1910, suddenly, at Shanghai,
Horn, George Somerville, of Crouch Eod,
London, aged 32 years.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 18, 1910.

OVERTIME.

To our bitter regret we find ourselves forced to take notice of the commission in Hongkong of two of the four great sins which cry to Heaven for vengeance. We have little sympathy for employers who only work in their spare time, and to whom the realities of life are most apparent at one of the four private bars in a radius of less than a thousand yards. At least innocent places, too, they appear to appreciate the *joie de vivre*, but in their employer's office never. "Why should I," said one of these half-men, "why should I do more work than I am paid for?" To us it seems that he is condemned out of his own mouth. "The talk of the lips of a fool tendeth only to perjury." It is a pity that in Hongkong so many people who complain of the expensiveness of life should eat too much, drink too much, dress too much, loaf too much, and talk too much nonsense. If in an office a sudden rush of business comes in, every employed work his salt ought to, and will, cheerfully work away, no matter how late the hour, and he will never think of being paid "overtime" for it. We cannot imagine a man who is a gentleman or aspires to be a gentleman or even one who only thinks he is a gentleman being so base and unworthy as not to be willing to work an hour or two extra in case of need, without meanly clamouring to be paid for it. But there is another aspect of the subject of working "overtime." The law of contract and the custom of merchants control both the time and wages of employee, and employer. A scaman, for instance, has no "hours of work." He is on duty all the time, and the essence of his contract is that for just so much wages he gives his labour, all his strength and all his knowledge and his skill for the safety of the ship and the success of her venture. A skipper who tried to spur his subordinates to greater effort by promises of extra pay might find himself a dishonoured man at the end of the voyage. His owners would, with good reason too, refuse to honour such a promise. Conditions on land are very different. In many offices a man specially contracts to work for just so many hours for just so much pay, and the conditions of his

service are constant and unvarying. In these large business houses it is customary to pay a clerk for that fixed number of hours. If he is asked to work for more he is, of course, considered as an extra man for the time being, and is paid accordingly. There is a world of difference between heads of Departments, or managers, and mere scriveners, in this respect. The far more responsible man is far more highly paid, and to him more duration of working hours has no sort of relation to his salary. At the worst he may swear at pressure of business keeping him in the office till nine, or later, so that his dinner is spoilt and he has lost his game of bridge. It never occurs to him to make the firm pay him for it. But a poor man with poor pay is under totally different conditions. If he works during hours that are not his employer's hours, and does so for the benefit and at the wish of his employer, the latter must pay him for this extra work. Nothing can be clearer, nothing can be more reasonable, than this. If a man enters upon certain employment on a distinct understanding that any work done by him for his employer over and above that fixed amount for which he is paid fixed wages, will be remunerated at a rate agreed upon, or a rate usual in that kind of commerce or trade, he is entitled by every law to that remuneration. To refuse it to him is robbery. The British Government factories, arsenals, etc., generally pay good wages for those extra hours of work which service exigencies occasionally demand. It is very saddening to see Post Office clerks at an undeserved disadvantage in this respect. These servants of the Public enter the Post Office Department on a distinct pledge by the Government of the King that they will be given certain pay, pension and other privileges in return for their services. One of these privileges is the certainty of service, the fixed number of hours, the regularity and order of every condition of duty. If a Government in its half-realized scheme of retrenchment denies to a few clerks a few dollars for working many long hours in a trying climate more than they are paid for, it is exhibiting the characteristics of a thrifty Scotch pawnbroker rather than the dignity and just dealing of a department of the King's Service. If an employee smarting under a sense of ill-treatment should protest, his dismissal has been known to follow and punish his temerity. This is called Oppression of the Poor. Refusal to pay a man the overtime 'customary in any office or trade or business, when he has worked for his employer's benefit (whether that employer be a Government department or a manufacturing firm or a bank or anything) at all hours and on Sundays as well, is called 'Defrauding labourers of their wages.' Both these crimes cry to Heaven for Vengeance.

FRANCE PEACH

The innocent always suffer worse pains than the guilty. A gang of detestable bandits have been preying long enough upon the quiet hard working Chinese merchants who have put much money for many years into foreign pockets. Europeans and Chinese are united in at least one hatred. Pirates are *hostes humani generis*. Who should know more about the "terror by night" and "the destruction that wasteth at noon day" than the suffering people of the Canton River delta, and those whose children have been kidnapped and whose property has been ravaged by those shepherds of blood who have dared to add the word "Colowan" to those names which our memory is painfully forced to retain as reminders of the bitter truth that there are still in this world murderers, *pauci contemplantes*, demons in human shape. The really honest and virtuous men among the Chinese who still preserve some vestiges of the teaching of the sages of olden time, who have not been "educated up" to the doctrine that justifies any cruelty and any treachery as the means to success, have proved that those of us were mistaken who imagined that the Chinese had become so oblivious of international justice as cynically to quiesce in an attitude on the wrong side of equanimity when pirates insolently show their contempt of the King of Portugal and the Emperor of China, and their scorn of the laws of the Manchus, while trampling under foot the most elementary laws of God and man. The Chinese Authorities have agreed for the time being to sink all previous grievances against the Portuguese of Macao. Last week they were at daggers drawn over boundary questions and matters of jurisdiction, with these puzzled Lusitanians. Now the Chinese sailors are glad to help maintain the naval cordon for the sake of peace and order. We make no comment on the heart-rending sacrifice of life that this tragic business must, we fear, still continue to incur. A European officer universally respected, and loved by those who are privileged to be his friends, now lies wounded; under the patronage of San Januario. In all this unhappy picture there is one bright panel. The Chinese military and naval officials have exhibited an international courtesy, and not only a sound knowledge, but a business-like appreciation of the requirements of international law which is really very comforting, and very consoling at this period of broken treaties and decided agreements.

LOCAL AND GENERAL.

The Lightning left Chitago on the 8th inst., and was expected to arrive at Penang on the 13th.

The movements in the Far Eastern garrisons will most likely take place in November and December next.

The King has been pleased to approve of Mr. George E. Anderson as Consul General of the United States of America at Hongkong.

A NATIVE was awarded five years' hard labour by Mr. Justice Fitzgerald at the Criminal Sessions this morning for kidnapping a child.

The Navy Department at Peking proposes to dispatch one hundred students each to Great Britain, France and Germany to study for the Navy.

The Duke of Westminster was hydrophobic at Cowes when the boat capsized and sank. The Duke was rescued in an unconscious condition, but was restored by artificial respiration.

At a meeting of the board of directors of the Shanghai Gas Company, Limited, held on 11th inst., a dividend of three taels per share (six per cent) for the 6 months ended June 30 was declared payable on the 28th instant.

The total revenue of the Manchurian Railway during June was ¥846,585. This shows a decrease by ¥361,460 as compared with the same period of last year, due to a falling off in the freight returns.

The general agent of the Shanghai Samstra Tobacco Company, Ltd., has received the following telegraphic advice from the Deli Maatschappij, Amsterdam: "Sold 555 bales tobacco at Guldiers 66."

It is reported that the Korean Ministers of State are constantly receiving threatening letters. A placard has been posted on the Tokoku gate at Seoul denouncing the Japanese and calling upon the Koreans to assemble in their own defence.

We are given to understand that the action in which the Robinson Piano Company was sued by Mr. A. Ogilvie for the sum of \$445 for commissions due has been settled out of Court. Payment of \$400 was made by the defendants this morning.

LIEUTENANT-GENERAL S. H. E. Chamber died at Camberley on 9th inst. He saw active service during the Indian Mutiny, and was present at the Relief of Lucknow. General Chamber's only son commands the Royal Artillery at Hongkong.

The Army Advisory Council intends to consult with the Yuchangpu and the Viceroy of Kwangtung in regard to converting the proposed Canton-Amoy railway into a military line, the construction of which should be undertaken by the Ministry of War and the Navy Department.

LIEUT. COLONEL Sir Matthew Nathan (Secretary of the Post Office) inspected Waring's cadet corps in the quadrangle of the War Office on 11th ult. The corps consists of youths who were formerly telegraph messengers, but who, on reaching the age limit, left the service of the General Post Office, and entered that of the firm of Messrs. Waring and Gillow, Limited, of Oxford-street, who raised and equipped it.

At the meeting of the National Rifle Association at Blisley Great Britain won the Kolapore Cup. England won the Elcho Shield. The Rajah of Kolapore's Imperial Cup was won last year by Canada with a score of 765. Teams of eight compete and the distances are 300, 500 and 600 yards. The Elcho Shield is open to teams of eight from England, Scotland, Ireland and Wales and the distances are 300, 500 and 1,000 yards. The Shield was won last year by England with a score of 177.

REPLYING to a deputation from the Associated Chambers of Commerce in reference to dock accommodation on the East coast, Mr. Reginald McKenna, First Lord of the Admiralty, said that two floating docks were being constructed which would take the largest vessels afloat. The dry dock at Rosyth would be completed in four years and a half. The runways, he added, was unsuitable as a naval base. If Liverpool decided to build, unassisted by the Government, a dock—a thousand feet long and one hundred and twenty feet long wide, available for naval purposes, the nation would be grateful to Liverpool.

A YAU-MA-TI SQUABBLE.

DESPERATE CHINAMAN WHO JUMPED INTO THE HARBOUR TO ESCAPE ARREST.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, To Chuk and Chan Kam Sam were charged with maliciously cutting and wounding a boat-coolie with intent to cause grievous bodily harm at Yau-ma-tei on the 19th May last. Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Danby, Sr., from the Crown Solicitor's office, prosecuted while the prisoners were undefended.

The following was the jury:—Messrs. W. T. Stebbing (foreman), A. J. da Cruz Roxo, T. J. Richards, D. T. Steel, A. J. Bursley, J. B. Scott and W. Taylor.

The Attorney-General stated that the two prisoners were charged with cutting and wounding another man, which was unfortunately a frequent occurrence in the Colony. The victim of the assault was on the date in question on board a coal-boat with his foreman at Yau-ma-tei, when the two prisoners came on board and asked the foreman to lend them some money. This the foreman declined to do, whereupon the man became rowdy. On the boat-coolie going to his master's assistance, the first prisoner stabbed the deceased in the middle of the back and the second prisoner, in the man's own language, struck him with a "small sword." The prisoner then threw the victim into the water. When about to be arrested, one of the prisoners was in a barge and jumped into the harbour. He swam across to Tai-kok-wei but was eventually arrested.

Evidence having been called the jury returned a verdict of guilty and each of the prisoners was sentenced to five years' hard labour.

ATTEMPTED ARMED ROBBERY.

WHIPPING IS INCLUDED IN SENTENCE BY THE CHIEF JUSTICE.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Wong Sin and Teoi Sam were indicted on charges of attempted armed robbery at Wanchai on the 17th June last. Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Danby, Sr., from the Crown Solicitor's office, prosecuted while the prisoners were undefended.

The jury was as follows:—Messrs. W. T. Stebbing (foreman), A. J. da Cruz Roxo, T. J. Richards, D. T. Steel, A. J. Bursley, J. B. Scott and W. Taylor.

The Attorney-General stated that the offence with which prisoners were charged took place at a house opposite No. 2 Police Station at Wanchai on the 17th June last. On that day the prosecutrix was in her house with her little daughter nine years of age, her husband being away at work. Four men came to her house saying they were looking for somebody. The first prisoner clutched the woman by the throat. The second prisoner, who carried a knife, gagged her and threatened to stab her to death if she said anything. The child cried out and her screams attracted some people, who went upstairs. This started the four men and they bolted out of the house. Both prisoners were identified as being among the four men. A European Sergeant, a Chinese watchman and Mr. Lysaght gave chase and the two prisoners were eventually caught; one being stopped by an Indian watchman. When the first prisoner was caught, he took a knife out of his pocket and threw it into the harbour, from which it was afterwards secured by a diver.

When the first prisoner was arrested he threw down some gags, wire and string and when searched, other implements of the vocation of a burglar were found upon him. The other two men were not discovered.

Evidence having been called, the jury, without retiring, returned a unanimous verdict of guilty. His Lordship sentenced each of the prisoners to three years' imprisonment with hard labour and in doing so said he thought it was a case where he should administer whipping and awarded each of the prisoners twelve strokes of the birch.

The Attorney-General—I think it'd be a help to the Police if the two watchmen are recommended.

His Lordship—Oh, yes, they should be given something out of the funds. I don't know what funds there are.

The Attorney-General—I shall represent the matter.

ROBBERY AT MACAO.

REVOLVERS PREFERRED TO SILVER.

[From Our Own Correspondent.]

Macao, 17th July, 1910.

A case of theft was reported to the Procurator of the Department of Chinese Affairs yesterday which, in its details, shows preference on the part of certain Chinese thieves for fire-arms to silverware and valuables. The report lodged with the authorities concerning the theft is to the effect that a private ricksha, with its owner as passenger, was drawn from No. 15, Chum-am-bro, just below the Boa Vista Hotel, to the steamer leaving for Hongkong yesterday (Saturday) morning, the *S.S. Sai Tai*. After the gentleman had alighted and got on board to proceed to Hongkong, the coolie drove the ricksha to Barra where he abandoned the vehicle. He then returned to the house and was apparently conversant with the movements of the occupants. Undetected the man gained admission into his master's bedroom and made straight for a wardrobe where two loaded revolvers were kept. He opened the door of the almirah and extracted therefrom the fire-arms and a few loose subsidiary coins that were lying on one of the shelves. Silverware on the mantelpiece and other ornaments of value about the room did not attract the man's cupidity. With the revolvers safely secreted the coolie left the room as stealthily as he had entered it.

The disappearance of the ricksha from the entrance at the door-way led to inquiry being made for the coolie when it dawned on the lady of the house that he had taken French leave. Suspicion once aroused a thorough examination was made of the private apartments in the house with the result stated above—the discovery of the loss of the revolvers and a small amount of money.

A report was forthwith made, as is customary in such cases, to the Department of Chinese Affairs, and it is a strange commentary on the way official departments are conducted in this city when I was told that the principal official did not put in an appearance that day until one o'clock in the afternoon, and when the report was actually made he appeared to receive it with very little grace. Needless to say, by this time the thief had got a fair start of the authorities and at this writing it is not surprising to state that the man is still enjoying his freedom.

The missing vehicle was not found by the officials concerned in its recovery. Strange to say, when the owner returned from Hongkong the same afternoon and was told of the theft, he stated on an expedition on his own and managed to recover his lost ricksha at Barra. In presence of these facts it is not surprising that more or less general complaints are heard of the manner in which one of the most important departments of Government in this Colony is being administered.

RETURN of visitors to the City Hall Library and Museum for the week ending the 17th July, 1910:—

	Library	Museum
Non-Chinese	356	174
Chinese	136	3,019
Total	492	3,193

COLOWAN UNDER FIRE.

PIRATES' BATTERIES. SILENCED.

SHOCKING EFFECT OF NAVAL SHELLS.

INCLEMENT WEATHER DRIVES BLOCKADING FLEET INTO PORT.

Macao, 17th July, 1910.

In continuance of my previous despatches I have now to relate another chapter in the history of the blockade of Colowan with the arrival of the cruiser *Rainha Dona Amalia* last evening and the commencement afresh of operations against the pirates in Colowan.

At 4 p.m. on the 16th instant (Saturday) the *Dona Amalia* dropped anchor at Ponta Cabrita in the Macao roadstead. This morning, 17th inst., she landed a detachment of one hundred marines which was strengthened by fifty men from the *Patria*. The contingent was placed under the command of First-Lieutenant Carvalho Brandão. Shortly after disembarkation operations were commenced in real earnest by the combined naval and military forces. The gunboat *Patria* assumed the lead and opened fire on the island with her heavy guns. Cannonading was sustained for two hours and at 10 a.m. the guns from both the *Patria* and *Macao* ceased fire. To-morrow (the 18th inst.) operations will be resumed by the naval force.

Escape of the Pirates.

It is said, and there is good ground for the report, that the greater number of the pirates have already escaped from Colowan by way of Hak-sa beach which lies to the east of the island and which apparently had not been vigilantly guarded. The effectiveness of the naval cordon may well be criticised by those who have a poor conception of the position of the group of islands of which Colowan is one. One has only to know Colowan's situation in order to thoroughly understand how difficult a completely effective blockade in the expanse of water opening out to the boundless sea must be.

Fishing Boats Commandeered.

The report, to which I am giving so much credence, of the successful eluding of the Portuguese and Chinese fleets by the slippery pirates, to whom the waters in the neighbourhood of Macao are perfectly familiar, comes to me from a source which I have no reason to doubt. The information which was vouchsafed to me is that two gangs of pirates numbering about sixty in all made good their escape under cover of the darkness to a place called Sam Kok near the island of Lap Sap Mi which lies in the roadstead of Macao. From this temporary haven of refuge they commandeered three fishing junks and compelled their owners and crews to receive them on board. Terrified by the menacing attitude towards them by these dreaded rovers of the deep the fisher folk submitted to their mandates and in addition were compelled to ship a few piculs of rice on board, besides other provisions before they set sail for the hospitable shores of some unknown islands in this neighbourhood.

If these desperate men have betaken themselves to Chinese territory they have little hope of surviving the excursions of the "Pottery field" at Canton, for the elders of nearly every village round about the scene of last week's tragedies have been warned against harbouring any strangers arriving from the coast. It is not at all improbable that the fugitives will make for one or more points of disembarkation on the shores of the mainland or at Lantau within the New Territories of Hongkong. If the latter happen to be the case, and the lines I now send you come under the lynx eye of the Hongkong Police, your watchful guardians of the Peace in the insular dependency of the Colony will, beyond any doubt, capture the gangs of undesirable immigrants.

Governor Marques Visits Colowan.

This afternoon (Sunday) His Excellency the Governor, Senhor Marques, left Macao for Colowan. He was accompanied by the Chief of Staff, Colonel F. Rodrigues, and his aide-de-camp, Mr. Ruelia. The Governor's visit was made himself personally acquainted with conditions on the island and also to inspect the plans of operations in the "seat of war." His Excellency and suite returned to Macao later in the evening.

Death of Sergeant Perico.

There was found on the hills, yesterday, the dead body of Second-Sergeant Joaquim Perico. By the appearance of the body it is surmised that the poor fellow must have been dead quite two days. An examination of the body did not reveal the presence of any bullet wound, but there was a slight abrasion of the cheek. Perico's body will not be brought over to Macao for interment as was at first supposed, but he will be buried on the island, it having been decided to bury even the Portuguese dead at Colowan.

Naval Cordon Broken Up.

The threatened appearance of the weather coupled with the ominously falling barometer and the heavy swell in the roadstead have led to the breaking up of the Naval Cordon and as I write the Units of the Chinese fleet are foraging into lines heading for the inner harbour of Macao. The pirates have thus conspired with the clerk of the weather to afford them their last metres of escape from their lair. The state of the weather will probably determine the abandonment tomorrow of the contemplated renewed assault on the last of their strongholds, the necessity for which will have gone by their escape on account of the threatened storm which has driven the mosquito fleet into shelter.

Pirates Dismembered.

I have heard it stated by persons who have returned from the "front" that one of the pirates' strongholds, which had been discovered, was visited by the Portuguese troops after the severe cannonading yesterday morning. There the terrific effect of the shells from the *Patria's* guns could be seen, as the shocking scene of the dismembered remains of bodies, presumably those of pirates, were seen lying about. A hand was discovered in a promiscuous heap of blood-stained rags, a quantity of Chinese medicinal herbs, which were supposed to have been used for the staying of the flow of blood from the wounds. None have been discovered *hors-de-combat* and the supposition is that the wounded and the slain have been carried away by the pirates in their flight. The belief is held that those of the pirates who have not yet fled from Colowan are in hiding at a place called Sai-Chi-Wan.

Later.

Mosquito Fleet In Harbour.

The whole of the Chinese mosquito fleet are safely sheltered in the placid waters of the inner harbour. Only the old *Pocahontas*, Admiral Li's training ship, electing to ride the threatened storm out in the roadstead. I have learnt, on good authority, that the cruiser *Rainha Dona Amalia* will be returning to Hongkong in view of the approaching typhoon, her commander having deemed it inadvisable to remain in such an exposed situation as that of her present anchorage (The *Dona Amalia* arrived in Hongkong at 11 o'clock to-day.—Ed. H. K. T.)

Chinese Fire Silenced.

The Portuguese troops can now move over Colowan with greater freedom than before, when the appearance of any single European soldier in the open furnished a moving target for the native "snipers." This fact leads to the conclusion that the frightful lessons taught by the shells from the Portuguese gunboats have struck terror into the heart of the pirate chieftain who has since decided to throw up the ghost. The complete subjugation of the island will now be a matter of just a few days only. Among the captured prisoners was a Chinese woman whom report credits as being the wife of the pirate chief.

Naval Commander's Thanks.

Commander Matta d'Oliveira of the gunboat *Macao* has written to the press to thank the anonymous subscribers for the gift of wine, tobacco and other comforts to the soldiers and marines engaged in action. He has expressed his men's appreciation of the thoughtfulness of the citizens of Macao.

NAVAL BOMBARDMENT COMMENCED.

"PATRIA" AND "MACAO" SHELL PIRATICAL STRONGHOLDS.

COMMODORE WU QUEST OF GOVERNOR OF MACAO.

Hongkong, 17th July, 11.30 a.m.

In his letter of yesterday morning, published in the *Hongkong Telegraph* last evening, our Macao correspondent reported that operations against the pirates at Colowan, which had been suspended under the flag of truce held by the Chinese on the island, would be recommenced yesterday afternoon at one o'clock if by that hour the pirate chiefs and the revolted inhabitants of Colowan did not unconditionally surrender their arms and persons to the Portuguese. It was hoped that the truce granted would have given the pirates time to come to their senses and, in effect, yield to the inevitable fate which no amount of procrastination will succeed in warding off. The subjugation of the desperate characters infesting the groups of islands near Macao was as much in the interest of Portuguese administration as it was in that of the Chinese Provincial Government who, in duty bound, and by agreement with Admiral Sir Arthur Moore, as delegate of the British Government, was compelled to ensure the safety of Chinese and British trade, afloat and ashore, in the riverine districts of the Canton delta. It is, therefore, not surprising that the Chinese and Portuguese Governments should, for the nonce, sink their little differences over the boundary question and

Co-operate in friendly intercourse in ridding the insular possessions adjacent to Macao of the human vultures who have far too long preyed upon the innocent lambs of Chinese merchants and traders by their wanton depredations which stop neither at kidnapping nor murder to satisfy the lust of their greed for ill-gotten gains. We have before already noted the effective maintenance of the naval cordon round about Taipa, Colowan and Wong Kam. The cordon has since been rendered even a closer one with the arrival of the Portuguese gunboat *Patria* from Macao, the cruiser *Rainha Dona Amalia* from Hongkong last evening and the increase in the Chinese fleet, originally of four vessels, to fourteen, yesterday. Included among this fleet was observed in the distant offing the towering hull of the old *Pocahontas*, now Admiral Li's training ship for the Whampoa naval cadets. At 10 o'clock, the long line of vessels, closing every avenue through which escape might be attempted, a large revenue cutter lay at anchor half-way between Hongkong and Macao at the mouth of the delta.

Commodore Wu at Government House.

The Commander-in-Chief of this formidable little fleet, in point of numbers, Commodore Wu, was the guest of His Excellency Senator Marques at lunch at Government House, on Friday. There were also present at the table the Staff Officers and members of the suite of the Portuguese Governor. We have authoritative information that the Chinese Naval Officer expressed to His Excellency his deep sense of appreciation of the action of the Portuguese in adopting such effective measures to exterminate the pirate border root and branch from Colowan. The assurance was given that the presence of the naval units of the Kwang-tung Squadron in the neighbourhood of Colowan was for no other purpose than to act in friendly co-operation for the maintenance of the cordon and to prevent the pirates from fleeing into Chinese territory where they will be regarded as the most unwelcome guests. The cordial expressions of good-will on the part of the Chinese representative are mutually reciprocated at Macao.

Bombardment re-commenced to-day.

Macao's ultimatum to the Chinese pirate chiefs expired at 1 p.m. yesterday (Saturday). It was generally supposed that by that hour a withering fire would have been opened on the island from the batteries of the gunboat *Patia* and *Macao*. But the authorities conducting operations were awaiting the arrival of the cruiser *Rainha Dona Amelia* of whose departure from Hongkong to Macao at noon yesterday they had been apprised by cable despatch. The *Dona Amelia* was signalled off the coast shortly before four o'clock in the afternoon. She lay at anchor in the offing and awaited the flood tide before she picked up the outer channel and moved up to Colowan. This she did at eight o'clock last night. Eyes were watched her port lights from the Praia Grande and when she dropped anchor in front of Colowan anticipations ran high of subsequent developments in the night.

Naval Contingent Disembarked.

The plan was that she was to land a naval contingent of 150 men last night to reinforce the troops on land which the men from the gunboat *Patia* is now of a total strength of some five hundred men.

Saturday night proved uneventful. By this morning, the pirate chiefs had not complied with their signals for an honest truce and surrender. Accordingly, at 8 a.m. sharp the

Terrific Boom

of the heavy artillery of the *Patia* was the first signal that a bombardment of Colowan had re-commenced with unmistakable determination. The lighter guns of the patrol-boat *Macao* followed in rapid succession and soon a continuous cannonade of shot and shell was directed against the pirates' inaccessible strongholds. The boom of the guns could be distinctly heard by the passengers on board the *Zui Tai* on her way from Macao to Hongkong this morning. For fully an hour those travelling by the Macao steamer to-day had the rare privilege of watching a miniature bombardment well out of the zone of operations and safely outside the line of the deadly fire. What the dreadful consequences of to-day's fearful onslaught will be, it is yet too early for us to be able to report. Communication between Colowan and Macao being maintained as in a state of siege, private despatches have sometimes to arrive; but we expect to be fully posted by our well-informed correspondents to-morrow morning. Moreover, at the time of the despatch of the *Hongkong Telegraph's* representative's latest message from Macao, it was the plan to keep up the bombardment throughout the day unless, of course, capitulation is made in the course of the day. While firing is kept up there is no possibility of particulars being gathered by our energetic correspondent for transmission.

Pirates' strongholds located.

The location of the pirates' strongholds by the Portuguese scouts, no doubt, led to the determination for the persistence of the drastic measures which called forth nothing less than the concerted action of the warships of Portugal in these waters. In certain quarters these shocking reprisals are deprecated which, unfortunately, cannot discriminate between the innocent and the guilty, and women and children from the bloodthirsty cutthroats—the human parasites—who thrive and have their being on the ill-gotten gains of peaceful villages and honest traders. By others, again, it is thought that no measures can be severe or repressive enough to put down once for all the state of lawlessness on the very borders of our civilization. Here we have the disciples of two schools diametrically opposed in sentiments and opinions, each having equally good and sound arguments in support of their contentions.

Portuguese sergeant dead.

Sad to relate, Sergeant Pisco, who had gone to the "front," was found dead on the island of Colowan yesterday. Our representative was unable to ascertain the cause of death. It has not yet transpired whether the sergeant was killed by an enemy's bullet or died from natural causes. The fact, nevertheless, remains that his corpse has been brought over to Macao and will be buried in due course with full military honours. Deceased left a widow and a one child at Macao to mourn his untimely end, and with whom the greatest sympathy is felt.

More Troops for Colowan.

The tow-boat, which was purchased at Shanghai, for harbour work at Macao, is rendering signal service to the Military Transport and Commissariat Department. She has kept up regular and rapid communication between the Settlement and its insular dependency ever since the commencement of hostilities. Yesterday, at 6.30 p.m., the tow-boat left the Naval Pier in the Inner Harbour with commissariat and a further detachment of 25 men from the local Garrison for Colowan.

Officers' Leave Suspended. Officers having families at Macao have had their leave suspended, and all, without exception, have to take up their quarters in the barracks for any emergency. Although in

the City itself no unwonted fuss or excitement is apparent over Macao's "little war" there is no denying the truth that in military circles the Colony has never been so much aroused since the days of the storming and capture of Patalara.

The gunboat "Macao."

Those of our readers who have followed the narrative of the Colowan campaign since its inception will have noted the part made by our representative on the spot of the remarkable accuracy of the shooting on the part of the Chinese. Further evidence, if any were needed, has been forthcoming to-day proving the correctness of our correspondent's report in an authoritative statement which he was able to obtain yesterday that plates of the gunboat *Macao* have been pierced by bullets in several places. It was little short of miraculous that the fusillade directed by the Chinese against the little gun-vessel did not account for any casualty on the naval side.

Prizes of War.

The exact number of the captured prisoners by the Portuguese has not yet been definitely ascertained, but a rough estimate places the number of known prisoners now in Macao at about twenty. Besides arms and ammunition the Portuguese troops have come in for three valuable prizes of war in the shape of three Chinese junks which were brought into the Inner Harbour from Colowan on Friday in tow of the Shaohai tow-boat. These junks were the galleys of the pirate hordes. Large numbers of men had got on board at Colowan and were in the act of shoving off when they were discovered by the Portuguese troops. Foiled in their attempt to escape the natives jumped off the decks ashore again and ran for their lives in all directions into shelter. Abandoned, the three boats were captured by the Portuguese as prizes of war and towed across the bay to Macao.

News gathering.

The Naval Jetty and all along the bund is full of people anxious to get every scrap of first news which they promptly retail in the City. The arrival of every launch, or any despatch vessel, from Colowan, is the signal for a rush to the Naval Camber. But as the officials even down to the subordinates are under pain of penalty to observe judicious reticence the purveyors of news, specially of the raw novice type, is invariably doomed to disappointment.

Pirates identified.

The eighteen men, who were brought manacled to Macao, on Friday, having been made prisoners at Colowan, and who are in safe custody in the military prison of Monte Fort have since been identified by at least two of their former captives. A Chinese boy, who had been held to ransom and was since rescued by his deliverers, the Portuguese, was taken to Monte and there without any hesitation pointed out his erstwhile tormentors. The prisoners stoutly denied the charges alleged against them before the lad when the little youngster, emboldened by the presence of the armed escort, called out aloud: "Hail, the *Hai Chik!*" meanwhile, keeping his index finger in front of the quivering countenances of the contemptible wretch now held in duress. The lad's ejaculatory exclamation was: "Yes, that is the man. He is the robber!"

Others of the gang were identified by an old, old man, who had been held in captivity pending the payment of a large sum of money which had been demanded as the price of his life by the brigades from his well-to-do son who is said to be in business at Macao.

Story of the Kidnapping.

The youthful witness just mentioned tells a graphic story of how he was kidnapped. One day he was at the Macao wharf of the ferry to Taipa and Colowan. He was inquiring for the launch to take him to his native place when he was accosted by a man who declared himself to be a friend willing to help take him to his village home. The boy was accordingly persuaded to follow the stranger to the Colowan launch, arriving at the destination the unsuspecting youth declined to disembark, declaring that that was not the landing place of his ancestral village. Whereupon his would-be guide and friend unmasked his villainy and told the now affrighted boy that if he refused to follow him he would be done to death then and there. The same fate would befall him, even if he attempted to raise an alarm. Of the two evils the boy, who by this time was terror-stricken beyond words, meekly accepted the less and obeyed the relentless injunction of his tyrant. He was taken to a Chinese house in a village at Colowan and there at once ordered into the kitchen where he was to turn a useful hand in the scullery department of his unwilling captivity. In servile bondage thus the boy remained until he became the victim of the worst tortures as it suited the whimsical wrath of his master. When the boy demurred to any loathsome task to which he had been ordered, he was forcibly held and bound by the arms and hoisted to the ceiling and there hung until it pleased the savage inhumanity of his captor to release him. This and other sufferings the boy had had to undergo when the dreadful sound of infantry fire of Tuesday last announced to him amidst a scene of gory revelry his joyous deliverance from a bondage that was more terrible than death.

Cruiser recalled.

The cruiser *Pasco de Gama*, which left Hongkong not long ago on a cruise in Japan waters and subsequently proceeded to Daloy and Port Arthur, has been recalled to Macao by telegram. She is expected to arrive any time.

The *San Gabriel*, which is on a cruise round the world, is also expected here shortly and will at once proceed to join the Portuguese Squadron at Colowan. So that the fighting units of the Portuguese will be represented by—

Pasco de Gama (Flagship),
San Gabriel,
Rainha Dona Amelia,
Patia, and
Macao.

[The above report was printed in a special Sunday edition of the *Hongkong Telegraph* and issued to subscribers gratis the same evening.—Ed. H.K.T.]

Military Demonstration at Wong Kam.

[From an Occasional Correspondent.]

Macao, 16th July, 8 p.m.

The presence of the Chinese fleet in Portuguese waters and the demonstration of the military force at Wong Kam are susceptible of misinterpretations. The reasons I assign for both are—

1.—To surround and capture any pirates if, by any chance, they manage to elude the naval cordon.

2.—To prevent the escape of the pirates to Chinese territory in Wong Kam upon their pursuit by our forces.

3.—To demonstrate China's preparedness to place an effective force upon a war footing at any given moment whether on land or at sea. The Commander of the Chinese naval forces had talks with His Excellency the Governor yesterday. He confers with the Portuguese authorities in almost all matters concerning the blockade of Colowan and has rendered great services in establishing the cordon by sea with his fourteen war vessels, launches included, so as to prevent the escape of any junk from Colowan.

To-day was to have been the day for a renewal of hostilities against the pirates, but nothing eventuated. Yesterday was a day of rest for the Portuguese troops who badly needed it. Fifteen prisoners were landed at Macao yesterday; they have been identified by the rescued children.

The correspondent of a Hongkong newspaper applied for permission to the Governor to proceed to Colowan to gather information for his paper. The permission was refused.

The people of Macao are loud in their praise of the invaluable services rendered by the gunboat *Macao* both on the part of her Commander, Senhor Matta Oliveira and his First-Lieutenant, Senhor Altouguia Pinto Basto.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 28th June, 1910.

Present:—Messrs. W. Kruse, (Chairman), J. S. Foxwell, C. Lee, Lim Nee Kar, J. Macanini, K. Tseuzarabara, the Health Officer and the Secretary.

1. The minutes of the meetings held on the 14th and 21st June are read and confirmed.

2. A despatch is read from the Consul Body enclosing correspondence which has passed between the Senior Consul and the Chinese authorities regarding the removal of water from Kulangsu to places outside of the Settlement. In reply it is decided to inform the Consul Body that the Council is desirous of meeting the wishes of the Chinese officials in this matter as far as possible, and therefore request the Senior Consul to communicate the following to the Haifaoting:—

(a) That, as nearly all the foreigners on Kulangsu derive their water supply from private wells, the question hardly affects them, and the proclamation has therefore been issued principally in the interests of the Chinese residents within the Settlement.

(b) That the proclamation issued by the Council on the 20th inst. prohibiting the removal of water from all wells to places outside the Settlement, be modified as follows:—

Water for Amoy may be taken from the wells at Pak-tia, below Mr. Marshall's house, owned by Ng Lai, and from those under the trees at Lai-choo-oh, owned by Ng Nai Choon, but from their wells alone. From all other wells the prohibition stands good. Further the Council considers that as this is only a temporary measure, and not likely to last long, it will be quite fair for the Haifaoting to make such arrangements with the owners as will ensure that all water boats from Amoy obtain their supply from these wells, and not limit the use of the wells to two or three boats and so create a monopoly.

(c) In thus meeting the wishes of the Chinese in Amoy, the Council desires to record that they in no way forfeit their right to prohibit the removal of water from all wells on Kulangsu whenever the Council considers such a course necessary in the interests of the inhabitants of the Settlement.

The Council is prepared to issue, if the above meets with the approval of the Consul Body and the Chinese officials, a modified proclamation accordingly.

3.—Correspondence which has passed between Mr. Lim Hock Siew and the Council, concerning blasting, is read.

4.—A letter from Mr. Lim Pi Siu, concerning the erection of a private telephone wire to connect his house with the house of a relative, is read. He is to be requested to furnish the Council with a plan showing where he proposes to erect his poles.

5. Ten days' leave of absence, on urgent private affairs, is granted to the Secretary.

6. The Council proceeded to view the site of the Bund the Amoy Tinning Co. propose to erect on the water front at their premises, and the site of a house for which Mr. Loo See Tong has applied for a building permit.

7. The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the meeting on the 14th inst.:—Summons:—Debt 3, Assault 3, Throwing rubbish, &c. into the public drains 4, Illegal sale of land 1, Breach of prison regulations 2, Failing to comply with the Municipal proclamation concerning the removal of water 1. Summary Arrests:—Theft 3, Breach of Prison Regulations 4, Attempting to remove water from the Settlement contrary to Municipal proclamation forbidding same 2.

(Signed), W. KRUSE,
Chairman.

By order,
O. BARKLEY MITCHELL,
Secretary.

ALLEGED MANSLAUGHTER.

CASE WITHDRAWN AT THE CRIMINAL SESSIONS.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning Kwok Sing and Wong Yat Kwong were charged with the alleged manslaughter of a man named Chao Sun at Causeway Bay on the 27th June last. Mr. W. Rees-Davies, K. C., Acting Attorney-General, instructed by Mr. H. L. Dennis, Sr., from the Crown Solicitor's office, prosecuted. Prisoners were undefended.

The following were sworn in as jurors:—Messrs. W. T. Stebbing (foreman), A. J. da Cruz Rosa, A. J. Richards, D. T. Steel, A. J. Bursley, J. B. Scott and W. Taylor.

The Attorney-General stated that the two prisoners were charged with the manslaughter of a man named Chan Chun at Yau-ma-tei. The act took place at 3 o'clock in the afternoon of the day in question. The case for the prosecution rested chiefly on the evidence of two men. The deceased was attacked outside the theatre. The first prisoner struck the deceased several blows with a bamboo pole and the second prisoner threw stones at the deceased, which caused a rupture of the spleen. The doctor would say that death was either due to the blows or was the result of a fall. The victim was taken to the Yau-ma-tei hospital in an ambulance but died before the arrival of the doctor. The prosecution did not know the cause of the assault and there was no motive as far as they could ascertain which could have led up to it but it was usual for such a thing to happen among Chinese coolies. The first prisoner said he had a quarrel with the chief witness and that was how the charge was brought against him. The second prisoner said he was not there at all. It was purely a question of credit—whether the jury would believe the witnesses or not.

In the course of the evidence, his Lordship said he had grave doubts about the case.

The Attorney-General—I'm in your Lordship's hands. I frankly admit if prisoners were represented by Counsel it would have been an easy case to defend.

The Chief Justice—I think the case should be withdrawn.

The prisoners were then discharged.

CANTON OPIUM TAX.

The Bombay correspondent of *The Times* sends the following telegram, dated 10th ult.:

The opium market is excited and disturbed on account of the action of China in holding dealers in raw opium responsible for the collection of new duties on prepared opium. The measure is regarded as a dodge invented by the Viceroy of Canton for the purpose of introducing a monopoly and as a breach of the Treaty of Chifu. The Government of India is supporting the protests of local merchants, but the British Consul-General in Canton is reported to have refused his assistance. The effects of the Chinese action on the opium trade are disastrous. In consequence of the risks involved dealers have ceased trading in opium, and the market is extremely congested, 10,000 untold chests lying with merchants in India and China. Prices are completely broken, Patna falling from 5,658 rupees in April to 2,900 in June. The unanimous opinion is that the Government ought to stop opium sales until the situation is cleared, and that the British Government should put a stop to the harassing manner of collecting the tax. Unless this is done the Indian revenues will suffer considerably, and—merchandise will be involved in heavy losses.

CANTON-KOWLOON RAILWAY.

QUESTIONS IN PARLIAMENT.

On the 22nd ult., in the House of Commons, Mr. Ginnell asked the Under-Secretary for the Colonies if he would say who were the consulting engineers of the Canton-Kowloon Railway; whether they acted in that capacity in connection with the Shanghai-Nanking Railway, the Hongkong Railway, and the Johore Railway, all lines that could never pay owing to the cost of construction; whether the late chief British accountant was the nominee of those engineers; whether the amount of his emoluments had yet been ascertained; and whether any steps were being taken to recover that amount from his nominators.

Colonel Seely: The consulting engineers are Sir J. Wolfe Barry and Partners. The consulting engineers for the Johore Railway are Messrs. Gregory, Eyles, and Waring. I have no information as to the Shanghai-Nanking Railway. I cannot accept the statement that either the Hongkong or the Johore railway can never pay. As I informed the hon. gentleman on Nov. 25, the Colonial Office is not concerned with the doings of the late chief accountant on the Chinese section of the line.

Mr. Ginnell asked whether His Majesty's Government was in possession of independent evidence that the Canton-Kowloon Railway could never possibly pay its cost of construction and working expenses; that it was being forced through merely for the resuscitation of Hongkong at the expense of the Chinese government; and that it had already cost £16,000 per mile; and whether, in these circumstances, a further loan for its completion would have the approval of the Colonial Office?

Colonel Seely: The answer to the first two parts of the hon. gentleman's question is in the negative. I have not the exact figures as to the cost of the line to date, and no question of a further loan for its completion has arisen.

TYPHOON WARNING.

The telegrams quoted below were received from the Manila Observatory at the American Consulate General to-day:—

Manila, July 18th, 9.30 a.m.
Cyclone or Typhoon near or over the Northern part of Formosa Channel moving N.W. or N.N.W.

To-day's Advertisement.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN"
Capitain A. Stewart, will be despatched for the above ports on WEDNESDAY, the 20th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 18th July, 1910. [488]

COMMERCIAL.

July 17th, noon.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagay	7 1/2
Anglo-Javas	Tis. 15
Anglo-Malays	29/6
Balgownie	19
Batu Tiga	125/-
Bortams	—
Bukit Kajangs (pp.)	53/-
Bukit Rajahs	—
Caray Uniteds	25/- prem.
Castlefields	130/-
Changkat Serdangs	14
Cheras	10
Damanaras	180/-
Eastern Internationals	32/6 prem.
Fed. Selangors	—
Glenaglys	32 5/2
Glenhells	—
Golcondas	132/6
Golden Hopes	—
Highlands and Lowlands	135/6
Indragiris	526
Inch Kenneths	—
Jaguels	—
Jonglanders	—
Kamunings	8 1/2 prem.
Kuala Lumpurs	302/6
Lanadrons (fully paid)	—
Lanadrons (pp.)	—
Labus	—
Ledbury	90/-
Luggis	52 1/2
London Asiatics	15/-
London Ventures	8 1/2
Merlimans	—
Pajamas	517
Pegohs	541
Rubber Tracts	42/6 prem.
Sagitt	330/-
Sandycrofts	535
Sapongs	—
Seafields	—
Sekongs	37/6 prem.
Shelfords	78/6
Singapore & Johores	517
Sumatra Paras	15/-
Sungel Chohs	125/6
Sungel Kapars	125/6
Tandjongs	55/- prem.
Tangkahs	25/- prem.
Toorangie	2/6 prem.
Ulu Rantu	—
United Serdangs	150/-
United Singapore	55
United Sumatras	33/6
United Langkats	—
Para Rubber	9 1/2 per lb

JUNE RUBBER RETURNS.

Agents Evans & Co.
ULU PANDAN:—410 lbs.
Agents Derrick & Co.
TELUK ANSON:—535 lbs.
Agents Barlow & Co.
REMBIA ESTATES:—521 lbs.; Total to date 2,361 lbs.

Events Coming.

Thursday, 21st July.
Legislative Council meeting, 2.30 p.m.
Wednesday, 3rd August.
Meeting, Licensing Board, 2.15 p.m.

DR. MACKENZIE'S STOUT ANALYST'S REPORT.

COPY.

(Form 188.)

HONGKONG.

Government Laboratory,
Hongkong, June 25, 1910.

STOUT.

Substance for analysis:—

(Dr. Mackenzie's Burton on Trent.

Marks:—Invalid Stout, specially brewed for the East.

Received:—On June 15, 1910, from Messrs. H. PRICE & Co., Hongkong.

RESULTS OF ANALYSIS.

100 fluid parts of the sample contain:—

Solid matter	5.40
Ash	.80
Free acid as acetic	.80
Percentage of alcohol	5.00
Specific gravity at 15.5° C.	1.011
Arsonic	absent

The results show that the sample is both good and sound.

(Sd.) FRANK BROWNE,

Govt. Analyst.

Messrs. H. PRICE & Co.,

Hongkong.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 10TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 2TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" "Empress" connects at Vancouver with a Special Mail Express Train

and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRADDOUK, General Traffic Agent,

Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SANDAKAN	MAUSANGI	TUESDAY, 19th July, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANGI	TUESDAY, 26th July, Noon
TIENTSIN	CHEONGSHING	WEDNESDAY, 26th July, Noon
SINGAPORE, PENANG & CALUTTA	MAUSANGI	THURSDAY, 28th July, Noon
MANILA	YUENSANG	FRIDAY, 29th July, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kutsang*, *Hamsang* and *Poohang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chasfoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kadsat, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215, Hongkong, 18th July 1910.

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"TEAN"	19th July, 3 P.M.
ILOILO & CEBU	"SUNGKLANG"	19th July, 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"YU'AN"	20th July, 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	21st July, 4 P.M.
SHANGHAI	"CHENAN"	21st July, 4 P.M.
SHANGHAI	"LINAN"	24th July, Daylight
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	27th July, 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Asahi*, *Chusan*, *Linan*, *Chinghai*, with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 56, Hongkong, 18th July 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
LAURO	1500	A. Fraser	MANILA	SATURDAY, 23rd July, at Noon
RUBI	1500	R. Rodger	"	SATURDAY, 30th July, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO.,

General Managers.

Hongkong, 18th July 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA
SERVICE.

For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOY	"JOHSHI MARU" Capt. Y. Yamamoto	WEDNESDAY, 20th July, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 22nd July, at Noon.
TASMUI v. SWATOW & AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 24th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed; Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "CHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 18th July, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MISHIMA MARU" Capt. A. E. Moles, Tons 9000 "KAGA MARU" Capt. M. Hagino, Tons 7000 "ATSUTA MARU" Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 20th July, at Daylight. WEDNESDAY, 3rd Aug., at Daylight. WEDNESDAY, 17th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE

"KAMAKURA MARU" Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug. From KOBE.
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VICTORIA, B.C., & SEATTLE	"INABA MARU" Capt. K. Kawara, Tons 7000	TUESDAY, 19th July, at 4 P.M.
"v. KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA"	"TAMBA MARU" Capt. K. Sato, Tons 7000	TUESDAY, 16th Aug., at 4 P.M.

SYDNEY AND MELBOURNE	"NIKKO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 5th August, Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMASO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 2nd Sept., at Noon.

BOMBAY, VIA SINGAPORE AND COLOMBO	"OBYLON MARU" Capt. Fred. Fyde, Tons 6000	TUESDAY, 26th July.
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SHANGHAI, MOJI & KOBE	"BINGO MARU" Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY, 20th July.
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NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
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KOBE AND YOKOHAMA	"HITACHI MARU" Capt. N. Mathieson, Tons 7000	THURSDAY, 21st July, at 5 P.M.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....\$120	\$110	\$100	\$80
2nd ".....\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KURUMOTO,

Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 19th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 14th July, 1910. [488]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRADEO."

Captain W. H. Lea, will be despatched as above on 23rd inst.

This steamer has superior accommodation for a limited number of first class passengers. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 15th July, 1910. [481]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on TUESDAY, the 26th July, at 10 A.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th July, 1910. [464]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Onward
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<i>Aymeric</i>4,363	J. Boyd	26th July.
<i>Guerra</i>6,112	F. S. Cowley	3rd Aug.
<i>Ridhill</i>3,880	H. E. Dowell	23rd Aug.
<i>Ocean</i>.....4,657	F. W. Davies	27th Sept.
<i>Kumari</i>.....6,211	G. B. McGill	30th Oct.
<i>Aymeric</i>.....4,363	J. Boyd	30th Nov.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

FARGEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 15th July, 1910. [481]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "CHAZER".....On 30th inst.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 6th July, 1910. [486]

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "WRAY CASTLE" (On or about 6th August 1910.)

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 15th July, 1910. [481]

Shipping—Steamer

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OBYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

(Through Bills of Lading issued for BAYVIEW, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain G. W. Gordon, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd July, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, either Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to M. A. HEWETT, Superintendent.

Hongkong, 17th June, 1910. [481]

Consignee.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE R. M. S. P. Co.'s Steamship "OARMARTHENSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 19th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of the vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th July, 1910. [486]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SUNDA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 14th July, 1910. [481]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of July, at 9.30 A.M.

All claims must reach us before the 2

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX".
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 16th July, 1910.

(491)

RUBBER ESTATE RETURNS.

	May	June	Total
Allagar	3,000	3,500	6,500
Alor Pongas	1,375	3,000	4,375
Alma	600	700	1,300
Anglo Malay	47,951	47,822	95,773
Ayer Kuning	833		833
Ayer Molok	1,844		1,844
Ayer Panas		500	500
Balgonia	9,778	9,775	19,553
Batu Caves	12,256	12,934	25,190
Batu Tiga	6,822		6,822
Beranti	9,750		9,750
Beverly	8,941		8,941
Bikam	785	1,66	2,441
Bukit Kajang	3,814	4,193	8,007
Bukit Rajah	37,700		37,700
Bukit Lintang	3,520	3,502	7,022
Bukit Timah	213	779	992
Caray United	12,000	11,800	23,800
Changfield	3,030		3,030
Changkat Serdang	8,033	3,320	11,353
Changkat Siat	921	950	1,871
Cicely	12,040		12,040
Daanahad Malay	20,943		20,943
Caledonia	17,687	21,000	38,687
Damaasara	27,865	27,911	55,776
Edinburgh	6,400		6,400
Federated (S'gor)	10,027		10,027
F.M.S. Rubber	31,870		31,870
Geelong	13,500	14,600	28,100
Gleensley	1,621	1,853	3,474
Glenshiel	3,120	3,837	6,957
Golden Hope	5,977	2,959	8,936
Golconda	12,295		12,295
Harpden	6,830		6,830
Heaswood	977	912	1,889
Hijah & Lowlands	1,047	37,171	38,218
Inch Kenneth	14,428	13,313	27,741
Jagra	9,971		9,971
Jehong	18,500		18,500
Kapar Para			30,895
Kamauig	7,171	7,051	14,222
Kempsey			9,195
Keppong	2,750		2,750
Kota Tinggi	680		680
Kuala Klang	2,012		2,012
Kraia Rob. Est.	2,870		2,870
Kuala Lumpur	38,500	41,200	79,700
Laba	17,855	19,134	36,989
Lanadron	37,708	37,743	75,451
Ledbury	9,609	9,544	19,153
Lingit	61,500	63,000	124,500
London Asiatic	12,056	12,110	24,166
Malacca Plant	21,000		21,000
Marton	1,761	1,912	3,673
North Hummock	5,189		5,189
Nova Scotia	8,480	10,100	18,580
Pajam	2,400	3,000	5,400
Pattaling	27,957	27,448	55,405
Pegoh	3,361	3,570	6,931
Petak Plant	10,250		10,250
Port Dickson	630		630
Radella		1,017	1,017
Rambia	571		571
Riba Rubber	5,623	4,934	10,557
Robana	10,000	11,500	21,500
Ratanaul	1,490		1,490
Riber Growers Assn.	2,424	3,981	6,405
Sangat	6,005	7,000	13,005
Selaba	5,780	5,586	11,366
Sungai Choh	3,930	4,610	8,540
Sungai Kapar	16,500		16,500
Sungai Saka	5,595	6,785	12,380
Seahell	14,374		14,374
Selangor	32,770		32,770
Seremban	31,116	34,085	65,201
Sennawang	6,020	5,772	11,792
Shelford	6,700		6,700
S'pore & Johore	10,050	11,875	21,925
Singapore Para	4,950	4,900	9,850
Straits Rubber	21,980	24,700	46,680
Sungai Sakai	2,103	2,012	4,115
Telok Anson	620		620
Tall Ayer	12,300	13,100	25,400
Trafalgar	265	321	586
Troing			2,160
United Singapore	1,420	1,610	3,030
United Sumatra		4,510	4,510
Vallambrosa	59,000	33,500	92,500

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press]

Shipping Reports.

Str. Araba, from Fochow—Moderate S.W. winds.

Str. Netherland, from Moll—Unsettled light to moderate wind mostly S.W.

Str. Madras, from Swatow—Red fresh S.W. winds and fine clear weather.

Str. Loochow, from Manila—Unsettled. Moderate S.W. winds and rain.

Str. Rhine, from Salgon—Moderate monsoons and fine clear weather throughout passage.

Str. Kunging, from Salgon—Moderate S.W. breeze and sea. OR G.P. Island ship N.M.E. sails 17th inst.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Balling.

London—Bank T.T.	1/9 5/16
Do. demand	1/9 5/16
Do. 6 months' sight	1/9 5/16
France—Bank T.T.	2/3 1/2
America—Bank T.T.	45 1/2
Germany—Bank T.T.	1/3 1/2
India T.T.	1/3 1/2
Do. demand	1/3 1/2
Shanghai—Bank T.T.	1/3 1/2
Singapore—Bank T.T. per H.K. \$100	75 1/2
Japan—Bank T.T.	1/2 1/2
Java—Bank T.T.	1/2 1/2

Buying.

1 months' sight L/O	1/9 5/16
5 months' sight L/O	1/9 5/16
10 days' sight San Francisco & New York	45 1/2
4 months' sight do.	45 1/2
10 days' sight Sydney & Melbourne	1/9 5/16
1 months' sight France	2/3 1/2
5 months' sight	2/3 1/2
4 months' sight Germany	1/3 1/2
Bar Silver	5 1/16
Bank of England rate	3 1/2
Overseas	3 1/2

SHIPPING AND MAELS.

MAILS DUE.

American (Nippon Maru) 19th inst.	
English (Asaya) 19th inst.	
Indian (Lightning) 22nd inst.	
Canadian (Montezuma) 24th inst.	
German (Prinz Ludwig) 27th inst.	
American (Siberia) 29th inst.	
American (Siberia) 29th inst.	
American (China) 31st inst.	
American (Nippon Maru) 31st inst.	

The P. M. S. S. Co.'s s.s. Asia arrived at San Francisco on 16th inst.

The P. & O. S. N. Co.'s s.s. Nadia is expected to arrive at Penang on 19th inst. at 6 a.m.

The P. & O. S. N. Co.'s s.s. Pera is expected to arrive at Penang on 31st inst. at 7 p.m.

The Bank Line's s.s. Amoy sailed from Manila on 16th inst. and is due here on 19th inst.

The Apac Co.'s s.s. Lightning from Calcutta left Singapore yesterday morning, and may be expected here on 22nd inst.

The N. Y. K. s.s. Blue Maru, Bombay line, left Singapore for this port on 13th inst. and is expected here on 19th inst.

The N. Y. K. s.s. Mithila Maru, European line, left Shanghai for this port on 15th inst. and is expected here on 18th inst.

The N. Y. K. s.s. Hime Maru, European line, left Singapore for this port on 14th inst. and is expected here on 18th inst.

The N. Y. K. s.s. Colombo Maru, Bombay line, left Bombay for this port via Colombo and Singapore on 15th inst. and is expected here on 18th inst.

The Eng Hok Fong S. S. Co.'s s.s. Persia sailed from Guaymas, Mexico, on 14th inst. and is expected to arrive here on 7th prox. via Moll and Japan.

The C. P. R. Co.'s s.s. Montezuma arrived at Kobe at 11.30 a.m. on 17th inst. and left again at 10 p.m. same day, for Shanghai, where she is due to arrive at 10 a.m. on 21st inst.

The Imperial German Mail's s.s. Prinz Ludwig carrying the German Mails with dates from Berlin of the 9th ult., left Colombo on 16th inst. and may be expected here on 27th inst. a.m.

THE WEATHER.

On the 18th at 5 p.m.—The typhoon passed N. Formosa last evening, and is now situated off the coast of Fochow. It is moving towards N.W.

The barometer is falling on the N. coast of China, and rising over S. Japan; the Loochow, Formosa and N. Luzon.

Pressure remains high over Pacific in the neighbourhood of the Bonins.

S.W. gales may be expected in the Formosa Channel, and strong S.W. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending 10 a.m. to-day, 0.82 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds strong; squally, thunderstorms.

2.—Formosa Channel, S.W. gales.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

1. Jorda Nor.s.s. 1,091, J. Jorgensen, 16th July—Bangkok via Hoihow 21st June—Rice—Angard Thorsen.

Meefoo, Chl. s.s. 1,339, G. McArthur, 16th July—Shanghai 13th July—C.M. S. N. Co.

Holchow, Br. s.s. 1,717, E. Forsyth, 16th July—Tientsin via Chelof, Wel-hai-wei and Swatow 7th July—C.M. S. N. Co.

Glennan, Br. s.s. 2,285, W. J. Haughton, 17th July—Singapore 17th July—S. T. & Co.

Chohon Maru, Jap. 1,018, T. Suruga, 17th July—Swatow 16th July—C.M. S. N. Co.

Amigo, Ger. s.s. 822, W. Langschwager, 17th July—Port Courbet via Hoihow 12th July—C.M. S. N. Co.

Joshin Maru, Jap. s.s. 70, Y. Yamamoto, 17th July—Swatow 16th July—C.M. S. N. Co.

Carl Diederichsen, Ger. s.s. 774, O. Firgen, 17th July—Hoihow and Halphong 16th July—J. & Co.

Mancho Fr. s.s. 1,271, G. G. G. 17th July—Halphong 16th July—C.M. S. N. Co.

Haitan Fr. s.s. 1,183, J. W. Evans, 17th July—Swatow 16th July—C.M. S. N. Co.

Flume, Br. s.s. 818, H. Nelson, 17th July—Salgon 13th July—Barretto & Co.

Hyon, Br. s.s. 4,731, J. A. Davies, 17th July—Shanghai 15th July—C.M. S. N. Co.

Swatow 15th July—C.M. S. N. Co.

Kwangse, Br. s.s. 1,203, C. P. K. 17th July—Swatow 16th July—C.M. S. N. Co.

Arabia, Ger. s.s. 4,401, C. Neumann, 17th July—Fochow 15th July—C.M. S. N. Co.

Stator, Br. s.s. 4,501, A. H. Baker, 17th July—Liverpool 13th July—C.M. S. N. Co.

Chuan, Br. s.s. 1,350, L. Jones, 17th July—Shanghai 14th July—C.M. S. N. Co.

Polysa, Fr. s.s. 2,541, Bruno, 17th July—Marseilles 17th June—C.M. S. N. Co.

Mayette 17th June—C.M. S. N. Co.

Host Office.

Only fully prepaid letters and postcard are transmissible by the Siberian Route to Europe.

A Mail will close for—

Swatow, Amoy and Fochow—Per Halphong, 19th July 10 a.m.

Pakhoi and Halphong—Per Halphong, 19th July 10 a.m.

Peramp, Penang and Calcutta—Per Japan, 19th July 10 a.m.

Europe, &c., India via Tientsin—Per Tientsin, 19th July 10 a.m.

Manila—Per Japan, 19th July 10 a.m.

Keelung, Shanghai, Moll, Kobe, Yokohama, Siam, Hongkong, 19th July 10 a.m.

Swatow, Amoy, Fochow and Halphong—Per Japan, 19th July 10 a.m.

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Swatow, Amoy, Fochow and Halphong—Per Japan, 19th July 10 a.m.

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SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROX. MAY DIVIDEND AS PERCENT QUOTATIONS.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,028,988	£1.5/- for half year ending 31.12.09 @ ex 1/9 = \$15.11	5 %	\$50 buyers \$49 10/-
National Bank of China, Limited	99,915	£7	£6	\$4,000 \$100,000	\$30,552	5s (London 1/6) for 1909 .....	...	5/6 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000	none	\$10 for 1908	6 %	175 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 225,000	Tls. 207,572	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000	\$287,084	Final of \$30 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$840
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000	\$707,617	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000	\$438,406	5s and bonds 5s for 1908	7 %	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$426,218	\$27 for 1908	8 %	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000 \$1,500,000	Dr. \$3,777	\$4% for 1906 .....	...	\$7 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$1,000,000 \$1,000,000	NIL	\$1 for year ending 30.6.1908 .....	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000	\$20,766	Final of \$12 for account 1910	8 %	\$124
Indo-China Steam Navigation Co., Ltd. (Preferred Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	\$1,000,000 \$1,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5. 154 .....	...	\$65
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000	£102,994	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 and interim of 1/- for ac. '09 A dividend of 7 % for yr. ending 30.4. 1910	5 %	103/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000	\$1,159	...	5 %	\$24 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$8,000	\$10 per share for 1909	6 %	\$168
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$13,802	\$5 for 1907 .....	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09 .....	...	Tls. 525 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none none	none	First year .....	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000 \$1,000,000	£4,372	\$1 per share 13th dividend	5 %	\$7 buyers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none none	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	\$1/-
Docks, Wharves & Godowns. Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$1,000,000	\$20,847	\$24 for 1909	4 1/2 %	\$55 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000	\$12,765	Interim of \$12 for account 1909 .....	...	\$50
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all for '09/10	6 1/2 %	Tls. 77 ex div.
Shanghai and Hongkew Wharf Company, Limited	\$6,000	Tls. 100	Tls. 100	Tls. 600,000 Tls. 600,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 120
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	12 %	Tls. 107 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000	\$4,041	\$1.20 on old and 60 cents on first new issue. \$2.00 on old shares and 1.30 on new shares)	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000	\$1,277	for half year ending 31.12.09	4 %	\$51 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	\$1,000,000 \$1,000,000	\$3,714	Final of 5/- making 6/- for year end. 31.1.09	7 %	\$101 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,471	45 cents for 1909	6 %	\$84 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000	\$259	\$24 for 1909	8 1/2 %	\$53 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 1,525,045	Tls. 6,366	Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000	\$1,958	Final of \$1.50 making in all 3.80 per share for 1909	8 1/2 %	\$38 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 500,000 Tls. 500,000	Tls. 10,092	Tls. 22 for year ending 31.10.09	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$8,552	50 cents for year ending 31.7.08	8 %	\$5 sellers
International Cotton Manufacturing Company, Ltd.	20,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 7 for year ending 30.9.09	12 %	Tls. 374
Loon-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000	Tls. 12,172	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500	£648	15 % per share for 1908 .....	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000	\$4,000	60 cents for 1909	6 %	\$9 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000	\$4,138	10 cents for year ended 28.2.06 .....	...	\$1.4 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,502	80 cents for 1909	9 %	\$84 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000	\$1,890	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 1/2 and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000	\$4,300	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$53 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000	\$7,616	Final of \$3 for 1909	6 %	\$140 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,176	Final of \$1 making in all \$2 for 1910	6 1/2 %	\$11 buyers
Matschappij tot Exploitatie van Landbouwen plaatjes in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 147,500 Tls. 147,500	Tls. 316,682	2nd interim dividend of Tls. 124 for 1909	5 %	Tls. 1,320
Peak Tramway Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none none	Pa. 18,640	None	5 %	\$100 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000	...	None .....	...	\$10 buyers
Shanghai-Sumai & Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 14,810	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
Societe des Pulpes et Papeteries du Tonkin	13,300 Benefit shares 1,300	50 Halibong Noelani	25 ...	none none	none none	First year .....	...	\$35 sellers
South China Moring Port, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000	Dr. \$11,006	None .....	...	\$26 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000	\$17,86	10 % for year ending 31st May 1910	17 %	\$5 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000	\$11,956	60 cents for year ending 31.12.08	8 %	\$9
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000	\$24	60 cents per ord. share for year ending 31.5.09	5 %	\$124 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,041	15 cents for 1909	11 %	\$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,515	None .....	...	\$64 buyers
William Pott, Limited	15,000	\$7	...	none none	\$78	None .....	...	\$41 sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

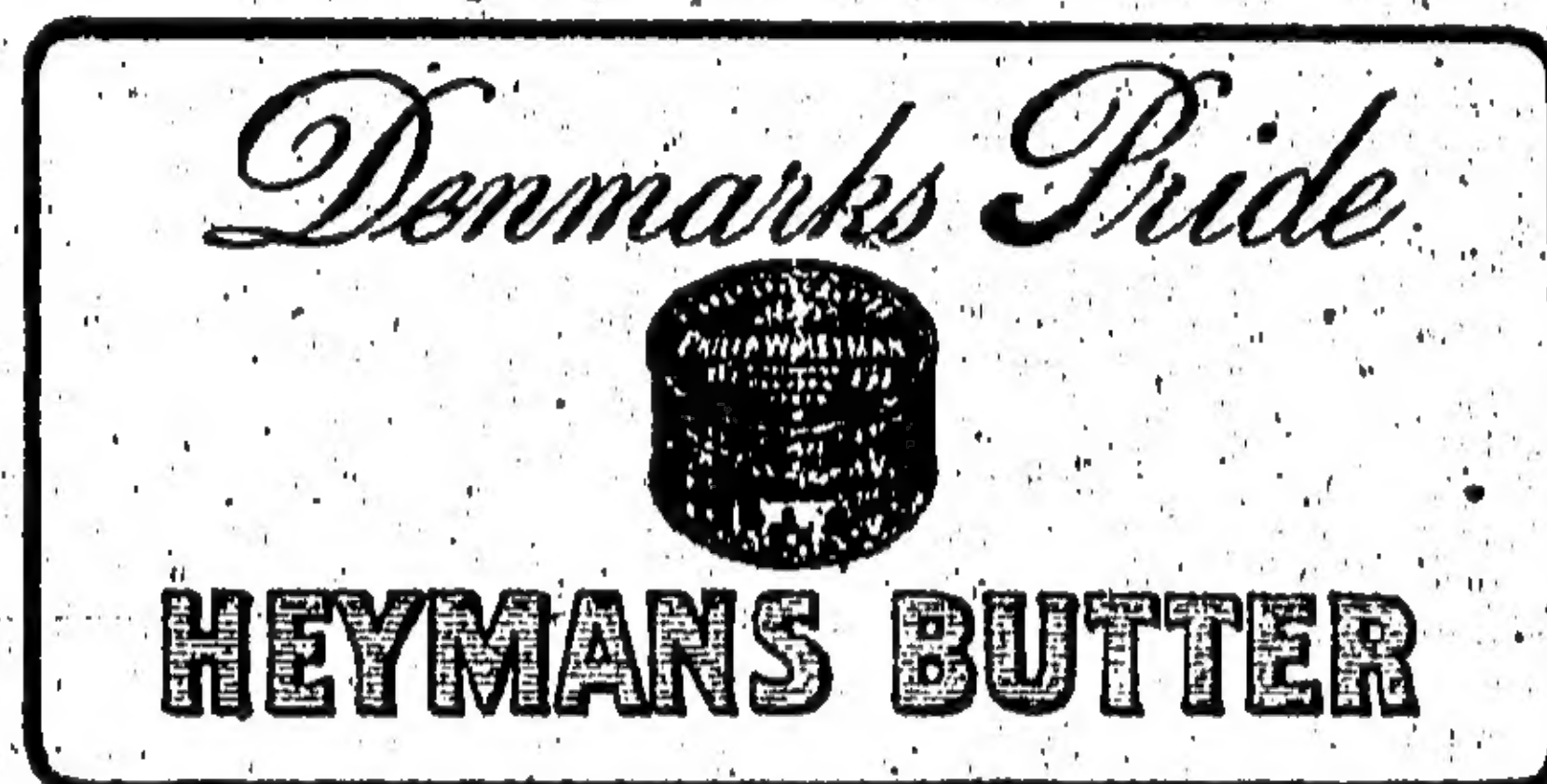
SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

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F. BLACKHEAD & Co.,

SHIPHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORRAM
and
P & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th March, 1910.

A TOO STABLE.

LEIGHTON HILL ROAD,
(next to No. 1, Police Station).

HAS established a SHORING FORGE at

Leighton Hill Road where HERRIES and
Poles can be shod by EXPERIENCED
SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Poles also under-
taken at Kowloon on receipt of Owners'
instructions.

PRICES:
At the Stables or anywhere in Hongkong,
\$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE,
Leighton Hill Road,
Hongkong, 23rd March, 1910.

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE
14, D'ARCY STREET,
HONGKONG.
Kowloon, 2nd November, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE

DRAGON CYCLE

DEPOT

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